

help housing. It is indicative of the general quality of the monograph under consideration that its author is unfamiliar with—or at least fails to cite—the work of Turner.

Sean M. Elliott maintains that an International Home Loan Bank financed by American savings and loan associations should be established to make “massive housing investment throughout the developing areas” (p. 194). One cannot reject the feeling that such a plan, however it might benefit Latin Americans, is designed mainly to provide a growing use for American capital during periods (such as the past several years) during which the housing construction industry is in the doldrums. Elliott’s presentation of a lengthy and apparently irrelevant table on the growth of American savings and loan associations suggests to this reviewer that his central concern may be with American investors rather than with Latin America’s ill-housed.

Whatever the author’s personal brief, he seems not to have accepted the fundamental fact that even with the best intentions of foreign financiers, the poor of Latin America cannot aspire to housing in the style of the U. S. middle classes. For that reason foreign assistance in this field based on “sound economic principles” will be useful only to the few in Latin America. Continued mobilization of personal effort in housing construction probably offers the best solution for Latin America’s housing problem.

There is little to recommend this book to the readers of *HAHE*. Perhaps it will be of some use in the Federal Home Loan Bank Board where Elliott is director of the Office of International Home Finance.

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Charles Morgan and the Development of Southern Transportation. By JAMES P. BAUGHMAN. Nashville, 1968. Vanderbilt University Press. Illustrations. Maps. Notes. Appendices.

Bibliography. Index. Pp. xxxi, 302. \$10.00.

This admirably researched volume significantly enhances our knowledge of a doyen of the nineteenth-century transportation revolution. As the title implies, the focus is on Charles Morgan the entrepreneur, not Morgan the man. A twenty-one-page introduction discusses Morgan’s contributions within the framework of nineteenth-century entrepreneurship and appropriately establishes the pattern. The absence of extensive Morgan papers undoubtedly influenced the author’s decision to take this approach.

Although born in Connecticut and rising to prominence in New York, Morgan built his extensive steamship and railroad system in the South. The focal point was New Orleans, but extended throughout coastal Texas with lines to Havana and Veraacruz. From his entry into the steam-packet service in the 1830s until his death in 1878, Morgan played a preponderant role in the development of Southern transportation. Attuned to changing business and technological conditions, he made the transition from steamships to rails after the Civil War and established an important railroad network in Louisiana and Texas. His combined operations became the Louisiana and Texas Railroad and Steamship Line.

Although chiefly of interest to specialists in Southern history and business history, this study is not without value for Latin Americanists. Especially pertinent is Chapter Four, which recounts Morgan’s bitter and fruitless war with Cornelius Vanderbilt to control the Accessory Transit Company of Nicaragua. Chapters Three and Five analyze Morgan’s expansion in the Gulf of Mexico during the Mexican War and the subsequent consolidation of his steamship services there in the 1850s. The other chapters touch only peripherally on Latin American affairs.

Despite meticulous research and scholarly composition, Baughman’s book has regrettable flaws. The narrative is overburdened with repetitive emphasis on Charles Morgan’s strategy

and achievements. Time and again the author impresses upon the reader that Morgan was a paragon of executive decision-making, an entrepreneur par excellence. Moreover, the editing is careless, and the impressive bibliography, which is arranged only alphabetically, has several items out of their proper sequence.

M. W.

Thirteen Days: A Memoir of the Cuban Missile Crisis. By ROBERT F. KENNEDY. New York, 1969. W. W. Norton and Company. Illustrations. Appendix. Index. Pp. 224. \$5.50.

Until now the standard work on the Cuban missile crisis of 1962 has been Elie Abel's well-researched if journalistic account, *The Missile Crisis*. This memoir by the late Senator Robert F. Kennedy is not likely to displace it, despite the publicity which the new book has inspired and the great nostalgia which it will foster in many hearts. Essentially it is a series of vignettes describing various stages of the discussions and adding occasional new details, but also omitting a good deal of Abel's narrative. Senator Kennedy gives us his personal viewpoint, but it will surprise few. When he wrote this book, he anticipated a long political career, and he had no desire to make unnecessary enemies through premature frankness.

Under these circumstances the most interesting chapters are those at the end, which set forth the lessons learned from the crisis. One is impressed with Kennedy's realization of the role played in diplomacy by empathy—"the importance of placing ourselves in the other country's shoes" (p. 124). It is too bad that he never got around to writing his planned final chapter on the ethical problem underlying the crisis—does any government have the right to bring the world under the shadow of nuclear destruction?

The book is well produced, with a collection of timely photographs and an appendix containing the principal documents of the crisis. But the main questions which Abel had to leave un-

answered remain questions here. The present generally accepted interpretation of the crisis holds that it was a justifiable gamble and a triumph for the United States. We shall not be able to confirm or modify this interpretation until we have access to memoirs as yet unwritten and archives as yet unopened.

D. M. P.

A Hand-Book for Travellers in Spain and Readers at Home. 3 vols. By RICHARD FORD. Carbondale, 1966. Southern Illinois University Press. Centaur Classics. Illustrations. Maps. Index. Pp. xviii, 1507. \$50.00.

Tourist beware! "Spain is not a land of fleshly comforts, or of social sensual civilization. *Oh! dura tellus Iberiae!*—God there sends the meat, and the evil one cooks:—there are more altars than kitchens—*des milliers de prêtres et pas un cuisinier*" (p. 1183).

This warning was written by Richard Ford, an astute English observer of nineteenth-century Spain. His *Hand-Book*, still an excellent guide to the sights and cities of Spain, provides the historian with a detailed picture of Spanish culture and social customs in the middle of the last century. Written with great affection for Spain and her people, Ford's book offers the interested reader or sentimental traveler an imaginative and highly informative journey into a Spain gone by.

R. K.

Estudios sobre Fray Bartolomé de las Casas y sobre la lucha por la justicia en la conquista española de América. By LEWIS HANKE. Caracas, 1968. Universidad Central de Venezuela. Colección Ciencias Sociales. Notes. Pp. 428. Paper.

This collection brings together a number of Lewis Hanke's essays and articles on Bartolomé de las Casas. All but one have been published previously; the exception is part of his doctoral dissertation at Harvard University. The book is a useful addition to the con-